

Mails.

Intimations

109, Des Vaux Road Central.

Intimations

Hongkong, 31st December, 1966.

ALSO
A Large Variety of LIQUORS, BOR
DEAUX, PORT, SHERRY, WHISKY, &c,
&c, from the most renowned houses in France
and other foreign countries.
Hongkong, 11th January, 1907.

AN APPEAL,
THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs to
respectfully to APPEAL to the Residants of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.
Gentlemen's Shirts made to order, and Collars
and Cuffs reserved on old ones.
Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery
Materials can be supplied if required.
The Superiores will also be most anxious
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools
who are taught by the Sisters.
Hongkong, 22nd April, 1962.

"HULK "MIDGE,"
Late Twin-Screw Gun Vessel, 603 tons,
Composite built, Copper Sheathed.
Length 155 ft. 0 in.
Breadth 25 ft. 0 in.
To be Sold at their now lie in Hongkong
Harbour, with all Fittings, &c., on board.
A lot of Fittings, &c., to be Sold with H.M.S.
"Rambar" may be seen at the Office of the
Naval Store Officer, H.M. Naval Yard.
This, Admially, will not be responsible for
any errors in description of Ship, Fittings,
Stores, &c.
The Vessels will be OPEN TO INSPECTION
for Seven days before date of Sale, between 10
A.M. and Noon, and a 4 P.M. (Saturday and
Sunday, excepted).
Inspecting Orders can be obtained from the
Auctioneers.
TERMS:—Cash before delivery; 25 per cent.
of the purchase money to be paid on the fall of
the hammer, balance and the clearance to be
effected within 7 days after date of sale.
HUGHES & HOUGH,
Government Auctioneers,
HONGKONG, 14th December, 1906. (125)

MESSAGERIES MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "SALAZIE,"

Captain A. Ailland, will be despatched for
MARSEILLES on TUESDAY, the 22nd
inst. at 11 P.M.

Passage tickets and through Bills of Lading
avail for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. **TOURANE** 5th February.
G. DE CHAMPEAUX,
Agent.
Hongkong, 5th January, 1907. (10)

"Prima " Teppo "p. Case doz \$8.00
 "
 "
"Ilano, " Peacock "..... 4 " 6.50
 "
 "
 "
Pusan, Source Bertrand.....(60 bottles)28.00
Mchy, Source St Louis(50 ")30.00

BARRETTO & Co.

—of goods—

No. 75 & 74, Bank Building,
Singapore and Penang.
Queens Road, Singapore.

Hongkong, 24 January 1907. 14

Intimation.

A. S. WATSON & CO.,

LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CHAMPAGNE

DE

ST. MARCEAUX

& CO.

REIMS

1898 Vintage.



WIN BRUT AND VERY DRY.
Per Case 1 doz. quarts\$48.00
2 doz. pints 50.00

A. S. WATSON & CO., LIMITED.

AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 4th January, 1906.

ALL communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per month, proportional.

The daily paper is delivered free when the address is accessible to messenger.

On copies sent by post an additional \$1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On December 28, at Hastings, the wife of Lieut. T. JONES, Transvaal Government Agent, Chief of a son.

MARRIAGES.

On January 5, at Chungking, West China, JOHN STERNHOUSE of Shanghai, youngest son of the late Thomas Stenhouse, of Bombay and Hampstead, to ELSIE, second daughter of the late Nathan Hunt of Bristol.

On January 5, at Chinkiang, IVON, youngest son of Arthur Tuxford, M.D., J.P., Boston, Lincolnshire, to CHRISTINE, only daughter of the late Frederick Knight-Gregson of Chinkiang.

DEATH.

On January 6, at Shanghai, DOROTHY LOIS TRAYERS, aged 2 years, 10 months; beloved daughter of Seymour and Ethel Hankin, 6 Carter Road, Shanghai.

The Hongkong Telegraph

HONGKONG, FRIDAY, JANUARY 11, 1907.

THE LULL AFTER THE STORM.

After all the hurly-burly which characterized the formation of the Yuet-han Railway Company there was the usual respite, and for some time past the concern has been in a state of coma. Now and again there have been mutterings and rumblings which have served to indicate that the promoters and supporters of the company are not quite dead to the interests of the shareholders or content to rest quietly on their oars now that they have secured for themselves the right to connect Canton with Hankow by a railway built with Chinese capital. Every other day we have read that the Viceroy had ordered the accounts to be audited and the money produced, and every other day the accounts were being examined and found correct. There was nothing stirring in all this nothing to enlighten the coolie, who had invested his all in the undertaking,

and had clamoured with might and main that his subscription should be taken from him, as to what was being done by the directors to fulfil their promises that the line to Hankow should be started forthwith, and that handsome dividends might be anticipated. In rather less than no time, the fact of the matter seems to be that when H.E. Shum was Viceroy of the two Kwang he was piqued by the attitude of the gentry and merchants in refusing wholly and absolutely to permit any interference by the Government with their scheme of railway extension. Whereupon Shum, with that finesse of which he is a past master, switched off public attention from the larger undertaking and turned it on the proposed railway which was ostensibly meant to benefit Amoy, but, in reality, was primarily intended to create a new port for South China at Whampoa. He declared, and his obedient henchman Tactai Wen assented, that the Whampoa line was to be constructed by private enterprise, but when it became known that the ex-Minister of Commerce and Railways, Chang, was the chief personage at the head of affairs the scepticism of the reader was quite excusable. Now that Shum has departed to enjoy the winter at Shanghai and ever and anon to bewail his hard fate in being relegated to an impoverished and practically out-of-the-world province, there has been a lull in the railway development scheme which at one time was being pushed ahead with almost indecent haste. The benefactor of mankind, Chang, has retired into obscurity; the great scheme of developing Whampoa lies dormant; and the main efforts of the Provincial Government seem to be directed towards the suppression of crime and the repression of lawlessness. It is not to be supposed, however, that because Viceroy Chow Fu is guided by pro-foreign principles that the Whampoa scheme is abandoned. On the contrary, the very fact that he is an enlightened ruler is a reason why he should give every encouragement to any proposal which may contribute to develop the Southern Provinces, the gaily difference between the present and the past rulers being that whereas Shum supported the Whampoa line at the expense of the Kowloon connection, Chow Fu will endeavour impartially to carry both undertakings to a successful issue. That being so, it is decidedly instructive to watch how the shareholders of the Yuet-han Railway Company are faring. Two shareholders, merchants of Hongkong, were appointed, with two others, to examine and audit the accounts. In this respect the company's shareholders very much resemble the miser who is continually adding up his gold pieces, forgetting that each operation involves the loss of a relatively large proportion of gold dust. When it was discovered that the Hongkong auditors had deposited their share subscriptions in Hongkong banks instead of entrusting them to the Canton people there was instant uproar. As our correspondent graphically described it yesterday: "Thundering noises were raised by the crowd and everything was in great confusion." The concluding sentence of the report has it: "From the present outlook it is expected that there will be further troubles about the railway affairs which will get more tangled than ever." Of course there will be more audits and examinations, more questioning as to where the money has gone, where it is invested and who are benefiting from its possession, and unless some commanding director arises the construction of the railway will remain in *nubibus*.

THE SHANGHAI OPIUM DEALERS' PETITION.

Much has already happened since the Secretary of State for India declared his willingness to consider any scheme which might be propounded whereby the object of the anti-opium leaguers might be attained and the exportation of opium from India to China prohibited. The chief difficulty in the way was China herself, for if the Chinese Imperial Government continued to sanction the use of the drug, and permitted the cultivation of the poppy, it would be useless to penalise India for the questionable advantage which would be gained by following the advice of the anti-opium enthusiasts. The Chinese Imperial Government rose to the occasion, however, and issued an edict by which it was made to appear that within ten years there would not be an opium smoker in the country or a foot of ground given over to the poppy. Of course, this is all very fine and large, and may possibly impose on some of the good people in England who know nothing about China and have but the faintest conception of what opium is, but those resident in the Far East "have their doubts." Dr. Morrison, the *Times* correspondent, has an illuminating passage in his book "An Australian in China," in which he says: "From the time I left Hupeh till I reached the boundary of Burma, a distance of 1,700 miles, I never remember to have been out of the sight of the poppy. . . . The Chinese do not want our opium; it competes with their own. During the year 1893, 450,000 tons of the drug were exported by the rescued millions of three provinces only for the benefit of their fellow-countrymen,

who, with outstretched necks, plead to England to leave them alone in their monopoly. It is believed that the Chinese Provincial Government will acquiesce in the proposal to abandon this source of revenue without a struggle then all we can say is that the age of miracles has returned. Yesterday we published a telegram from our Shanghai correspondent in which it was stated that thirteen British firms concerned in the opium trade had addressed a petition to the Consul-General for Great Britain in which they expressed their desire to be afforded the earliest information as to what the British Government intended to do in connection with the abolition of the opium trade. To-day we are fortunate in being able to present our readers with a copy of that petition, which will be found in another column. The signatories are all well-known firms dealing extensively in opium, and when they state that the unsold and unexported stocks in Hongkong and Shanghai are valued at Tls. 10,000,000 they are not overstepping the mark. The Shanghai merchants have taken the initiative in the effort to lift the veil which obscures the future of the opium trade, but the puzzling feature of the case is that Hongkong merchants, who carry far heavier stocks than their brethren in Shanghai have not been consulted in the matter or asked to co-operate in the petition. Hongkong is the centre of the opium trade in the Far East. The chests are brought from India and landed at Hongkong and from this port despatched to Canton and Shanghai and the coast ports. The fact that local opium importers knew nothing of the action of the dealers in the Northern Settlement almost leads one to imagine that the people interested in the opium trade in Shanghai have to use a colloquialism, called the hand of the Chinese Government. They do not whine because they will lose a lucrative trade; they do not protest against the interference of outsiders in a legitimate business; they have no axe to grind; they accept the situation philosophically like fatalists, and only plead that they may not be ruined. But the very terms of their plea calls attention to the manifold obstacles which must be removed before the opium trade can be swept out of existence. Ten million taels worth of opium are lying in the godowns of Hongkong and Shanghai; there is probably as much more *en route* to China and the orders in advance probably call for twice as much again. Is it to be dreamt of for a moment that an immense trade of this description can be abolished by a stroke of the pen? The petitioners do not ask for compensation; they only desire that "the suppression of the trade should be carried out gradually and any measures that are framed should give ample time to the merchants to work off their stocks in hand and contracted for." There is a depth of insinuation and possibility in the last two words. The fact is that our original impression that Shanghai opium dealers meant more than met the eye was probably not far from the mark. In the most abject spirit of meekness they manage to convey the most caustic criticism of the feasibility of the scheme to suppress the trade. We will not enter into the question how the abolition of the traffic in Indian opium would affect Hongkong, for we thoroughly endorse the remarks of Mr. Murray Stewart at the annual meeting of the China Association, when he said: "As regards the opium question the time to speak is perhaps not yet." What has to be shown and proved is that China is playing a *bona-fide* game, and not seeking to play fast and loose with Great Britain and India. If she is prepared to stand by every word of the recent edict let us wait until the Chinese poppy has become but a name and a tradition. It is not China or the Chinese Imperial Government that stands to lose the most by adopting a highly moral and humanitarian policy, but the heavily-involved opium merchants of India, Hongkong and Shanghai. Even Great Britain stands merely in the position of a disinterested guardian who is quite prepared to be considered benevolent at the expense of her wards. It only remains to be seen what result will be attained as the outcome of the Shanghai dealers' petition and what the plan of campaign will be thereafter.

LOCAL AND GENERAL.

A FULL report of the big blaze at Shanghai in which the Central Hotel Annex was gutted is printed on the third page.

Mr. F. A. Hazeland having recovered from his slight illness returned to the Magistracy this morning and took charge of the large Court, Mr. C. A. D. Melbourne returning to the small Court.

THIRTY-six deportees from Saigon were landed in the Colony this morning by the steamer *Derwent*. The police took charge of the undesirable and after their descriptions had been taken passed them on to their homes.

On the Naval ground (by kind permission) tomorrow afternoon, 2.15 p.m., H.K.C.C. A. team—H. W. Colborn, A.M., E. A. Fowler, G. H. Edwards, J. Hall, J. H. Chalmers, B. F. Chapman, S. Robinson, A.M., S. Moore, H. Taylor, F. C. Kendall and N. S. Cohen will play Craigengower in the League Cricket.

We have received the Hongkong Civil Service List for 1907, which has been compiled in the office of the Colonial Secretary. It contains the usual mass of information relating to the higher branches of the Service and should prove a handy reference to those interested in the history of the Colony and the status and emoluments of the chief officials under the Government.

A MATCH will be played tomorrow "Longs" versus "Shorts." Play commences at 1.15 p.m. The following are the selected players:—
"Longs": O. Bird, A. Macdonald, H. E. Stranger-Leather, T.M.S., W. Peake, W. A. Powell, Harry Hancock, Capt. Thompson, 3rd Mtd., H. W. Woodward, R.T., G. E. Morrell, S. O. Eke, A. N. Other. "Shorts": Major H. E. Lewis, 19th Inf., Capt. Kriekenbeck, 11th Inf., Hon. Mr. T. Sercombe Smith, W. C. D. Turner, T. E. Pearce, C. H. Mackay, L. Dodgson, R.F., E. A. Fowler, W. W. G. Ross, Dr. Forsyth, A. N. Other.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the 3rd Bn. "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music, during dinner, at the Hongkong Hotel, tomorrow, the 12th inst.:
Overture, "The Gold" (Thomas)
"Drie des Nuits" (Lamotte)
Selection, "Olivette" (Audran)
"Maiden" (Mackay)
"The Phantom Brigade" (Myddleton)
Selection, "Pirates of Penzance" (Sullivan)
"See the Dances" (Solomon)
Regimental Marches.
God Bless the Prince of Wales.
God Save the King.

DETECTIVE Sergeant Eames and several native detectives made a gambling raid on the third floor of No. 2, Tit Hong Lane last night and arrested twenty men, who were playing *ngan-pai*. Beside seizing the gambling paraphernalia, \$2.31 was taken from the table. The men were arraigned before Mr. F. A. Hazeland, at the Police Court, this morning. Two of them were charged with keeping a common gaming house and the remainder with gambling. Evidence of two of the *lukeogs* was heard, and that being so contradictory, his Worship failed to find the two alleged leaders guilty of that charge, but found all the defendants guilty of gambling, and fined them \$2 each.

THE *N. C. D. News* is able to furnish the following further particulars with reference to the losses incurred in the destruction of the Central Hotel Annex on Sunday night. The contents of the building, which were the property of the Central Stores, Ltd., were insured for Tls. 15,000, but this will not nearly cover the loss. Losses incurred by those residing in the Annex are as follows:—Mr. and Mrs. Miss Wain, effects totally destroyed, insured; Mrs. H. Good, effects totally destroyed, insured; John Hays, Capt. Payne, Rd. Weill, J. Holland, A. Laing, Cap. Marcus Bull, A. A. Whyte, Mr. H. T. Whyte, all effects totally destroyed, insured; Mr. and Mrs. W. A. Butcher, E. J. Moss, C. J. Shaw, Capt. Male, and Mr. J. H. Brown, G. Pratt, effects partially destroyed, uninsured. The attics were occupied by the foreign and native staffs of the Hotel; the contents of all these rooms were totally destroyed and were not insured. The brigade did not begin to leave the Jukes Road fire until after midnight on Sunday, and the coolie corps were at work until a late hour Monday morning. In the evening the roof, beams, girders commenced to smoulder and the coolie corps had to return, with an escape, to prevent the fire from breaking out once more.—A full report of the fire will be found on page 3.—Ed., H.K.T.

SUDDEN DEATH.

WELL-KNOWN ENGINEER FOUND DEAD IN BED.

Mr. Edward Stainfield, chief engineer on board the steamer *Tai On*, was found dead in his cabin this morning. When the *Tai On* came in from the West River early this morning, and was securely moored at her wharf, deceased left the engine-room and went into his cabin. His non-appearance in the engine-room this morning caused some apprehensions and when one of the ship's hands went to investigate the chief engineer was found dead in bed. Captain Lawrence was notified, as was also the police, who removed his remains to the mortuary for examination. The police say there are no suspicious circumstances surrounding Mr. Stainfield's sudden death. He had been ill for the last two weeks suffering from dysentery.

Mr. Stainfield, who was forty years of age, and well-known in Hongkong, had been for many years employed on board the *Tai On*. He leaves a widow to mourn his loss.

SUICIDE OF A WELL-KNOWN SHANGHAI RESIDENT.

A very sad case of suicide occurred yesterday reports the *Shanghai Times* of 4th inst., when Mr. G. B. Girault, a well-known and much respected member of the French community, took his life in a most deliberate manner, by means of opium poisoning.

Mr. Girault, who was 64 years of age, was a member of the firm of Girault & Co., of a Yangkingpang, French Concession, and had been a resident of Shanghai for over twenty years.

For the past few days he had appeared very depressed in spirits. On the night previous to taking his life he dined with several friends at the Hotel des Colonies and left them jolly cheerful for his residence in Sinkiang Road, Hongkong. The act of the deceased was premeditated, as is evident from the fact that yesterday morning a letter from the deceased was received at the French Consulate, stating his intention of taking his own life and giving directions as to his funeral. On receipt of this letter the police were at once notified and proceeded to Mr. Girault's residence where they found his dead body lying on the floor of one of the rooms.

THE OPIUM TRADE.

PETITION OF SHANGHAI MERCHANTS.

As our Shanghai correspondent reported in a special telegram yesterday the principal British merchants of the Northern Settlement presented a petition to the Consul-General for Great Britain on the subject of the proposal to suppress the opium traffic between India and China. The text of the petition has now been issued and we are enabled to publish it in *extenso*.

The circular is as follows:—

Sir,—The proposals recently made by the Chinese Government to prohibit the consumption of Opium in China are naturally of such great importance to us British merchants who deal in this commodity that we think we are entitled to the earliest information as to what is proposed to be done in the matter by H.B.M. Government.

It may be known to you that India exports to China every year about 75,000 chests of Opium of a value of about Tls. 50,000,000, and the whole trade is carried on by the British merchants, who at the present moment hold enormous stocks in Shanghai and Hongkong; the value of which may be roughly put down at Tls. 10,000,000. The magnitude of these figures speaks for itself, and makes it obvious how vitally our interests must be affected by the sudden contemplated changes.

Though we claim no voice on the question of the extinction of the trade, we do claim to be heard as to the manner in which such extinction should be carried out. It is most important that in order not to entail heavy and ruinous losses on us, the suppression of the trade should be carried out gradually, and any measures that are framed should give ample time to the merchants to work off their stocks in hand or contracted for. We feel confident that the British Authorities will not refuse to accept representations and suggestions from those so heavily interested, and specially qualified to give them.

When it is known definitely what regulations will be put in force, we merchants can provide accordingly, and the trade, though dwindling, will be carried on according to circumstances. For this reason, if for no other, we ask that we should be informed as soon as possible of the views of H.B.M. Government.

We therefore ask you as the representative of H.B.M. Government in Shanghai to bring these our requests to the notice of the proper authorities and hope that an early reply may be given to us.

The signatories to the petition are as follows:—Messrs. David Sassoon & Co., Ltd., E.D. Sassoon & Co., S. J. David & Co., Cawasee, Pellanjee & Co., E. Fabany, Abdoolally Ebrahim & Co., Tata & Co., R. S. N. Talai & Co., Talai & Co., P. E. Petit & Co., M. M. B. Afshar & Co., D. E. J. Abraham, Isaac Ezer & Co.

TYPHOON WARNING.

We are favoured by the U.S. Consul-General with the following telegrams received by him:—

Manila Observatory, 5.35 o'clock p.m.

Typhoon S.E. of Manila near Samar.

Manila Observatory, 11th January, 11.15 o'clock a.m.

Depression crossing Visayas Westwards.

KING OF SIAM ON TOUR.

IMPORTANT NOTICE TO TRAVELLERS.

On the 2nd April next His Majesty the King of Siam and suite will embark on the Norddeutscher Lloyd steamer *Sachsen* at Singapore and journey to Europe. In order to accommodate the Royal party the German mail line has arranged to send out the *Sachsen* to the East on an extra trip. The vessel will arrive here from Europe on the 2nd February and proceed to Yokohama whence she will start on the homeward voyage on 30th March. The *Sachsen* leaves Hongkong for Singapore on the 27th of that month and Singapore on the date already mentioned. The entire first-class saloon accommodation has been engaged by His Majesty, so that those who might have any desire to hob-nob with Royalty—even though that Royalty is only maintained for political reasons, Siam being the buffer state between British and French possessions in the East—will have their hopes blighted. The second class cabins are, however, at the disposal of intending passengers, and even if one is prevented from actually sharing in the delights of high society by the barrier of the bridge, one will enjoy the reflected glory of travelling on the steamer as the King of Siam, and there is no reason why the second-class passenger should not tell his acquaintances that he came home with his friend the King. His Majesty will spend about a year in Europe.

INTERPORT HOCKEY.

HONGKONG HOCKEY CLUB V. CANTON.

The following have been chosen to represent Hongkong against Canton on the Club Ground, tomorrow afternoon, at 4 p.m., playing in white:—Goal: Rev. G. Seale; Backs: L. Murphy (Captain), and J. P. McGillivray; halves: H. L. Garrett, A. B. Ogle, and W. S. Dupree; forwards: J. Hooper, H. G. C. Bailey, R. F. C. Master, L. G. Bird, and C. J. Satterthwaite.

The Canton team is composed of:—Goal: R. Mansfield; backs: G. Barry and W. G. Lay; halves: G. Thorne, W. G. Saunders, and H. J. Fairburn; forwards: R. King, R. O. Hutchinson, G. Jamieson, S. Shelley, and D. Talcott (Captain).

Referee: H. de St. Croix (Canton), and Lt. Moore, R.M. (Hongkong).

On Monday, at 4 p.m., on the Military Ground, the same team will be opposed to H.B.M. Keil. Mr. A. C. Gray will referee for the Keil.

Some excellent hockey is sure to be witnessed on both occasions.

FUNG Cho E, a seaman, on board the steam launch *Hoi King*, was charged before Mr. C. A. D. Melbourne, this morning, at the Police Court, at the instance of P. C. Farrie, with failing to observe the rules of the road while plying in the harbour at five o'clock this morning. The police said that, had the launch not been in time, collision with the *Hoi King* would have resulted, as the latter launched her bow, when according to the law she ought to have done something else. A fine of \$15 was imposed.

TELEGRAMS.

HONGKONG TELEGRAPH SERVICE.

U. S. COURT AT SHANGHAI.

"DAKOTA" QUARTERMASTER'S OFFENCE.

SEVERE PENALTY.

[From Our Own Correspondent.]

Shanghai, 11th January, 1 p.m.

Quartermaster Nelson, of the steamship *Dakota*, was charged before Judge Willey, at the United States Court, to-day, on a charge of having assaulted a shipmate with an all.

The accused was found guilty and sentenced to three years' hard labour.

WEI-HAI-WEI GOLD MINES.

COMPANY IN LIQUIDATION.

[From Our Own Correspondent.]

Shanghai, 11th January, 1 p.m.

At an extraordinary general meeting of the shareholders of the Wei-hai-wei Gold Mining Company, Ltd., held yesterday, a resolution was submitted proposing that the company should go into liquidation.

The resolution was adopted.

[The meeting was called for the purpose of considering the following extraordinary resolution:—"That it has been proved to the satisfaction of this meeting that the Company cannot by reason of its liabilities continue its business, and that it is advisable to wind up the same, and accordingly that the Company be wound up voluntarily." And that Louis Rudolph Burkhardt of Shanghai be and he is hereby appointed liquidator for the purpose of such winding-up.—Ed., H.K.T.]

[N. C. D. News]

Amerion and Japan.

VISIT OF THE JAPANESE FLEET POSTPONED.

Tokio, January 7.

The departure of the Japanese Fleet for American Pacific ports, which had been fixed for to-day, has been postponed, presumably in view of the situation in California.

Taxation in Manchuria.

THE PEASANTS' PROTEST.

Tokio, January 7.

Hundreds of peasants proceeded yesterday to the yamen of the Tartar General at Mukden and complained of the heavy taxation they were called upon to bear.

CONVICTED COOLIE MAY DIE.

THE RESULT OF AN ALLEGED ASSAULT.

A coolie, who was yesterday convicted by Mr. C. A. D. Melbourne, at the Police Court, and sentenced to six months' hard labour and four hours' stocks is now at the point of death in the Government Civil Hospital. The offence under which he was charged was that of burglary, which he committed during the small hours of yesterday morning. He gained admittance to house No. 106, Kowloon-tong by removing, with a knife, two bars which held the door. While in the premises he removed a metal clock from the wall, and finding two pairs of trousers in the same room, wrapped up the timepieces with them and placed the bundle on the table. Then he entered an inner room and was at the point of removing a small roll of Japanese cloth, when he was disturbed by the occupants of the house, awakening. They searched for the thief but without success, he having hidden under a bed at the first alarm. The clock, trousers, and cloth were found on the table. When all was quiet the thief crept out from his hiding place but was heard by the occupant of the bed who promptly sprang out and secured him as he reached the door.

When the Chinaman had completed the stocks sentence he was taken into the Victoria Gaol to do his term of imprisonment. At that time he made no complaint. This morning, however, he said he was feeling unwell and was immediately removed to hospital. That he got worse and that the medical men feared death may intervene is clearly manifested when it is told that at 10.45 o'clock this morning, Mr. F. A. Hazeland, hurriedly left the Court to get to the hospital to secure the coolie's dying deposition. It is said that his spleen has been ruptured.

On inquiries being made this afternoon we were informed that in his dying statement the coolie alleged that he was struck on the side, and he has given a description of the person who assaulted him.

POLICE Sergeant Winter, of the Water Police Station, yesterday morning, and arraigned before Mr. C. A. D. Melbourne, at the Police Court, to-day, on a charge of making him to the s.s. *Wai King*, while that vessel was under weigh in the harbour. The defendant denied the allegation and was fined \$5.

SHIPPING AND MAILS.

MAILS DUE.
Canadian (Kamling) India; via the Australian (Tatung) 11.15 a.m.
German (Seydlitz) 11.15 a.m.
Indian (Lingling) 11.15 a.m.
German (Grosskurier) 11.15 a.m.
German (Norddeutscher) 11.15 a.m.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

ROYALTY AT SHANGHAI.
PRINCE GEORGE OF GREECE'S VISIT.

[From Our Own Correspondent.]

Shanghai, 11th January.

1 p.m.

Prince George of Greece is expected by the steamship *Birma* to-day.

[As the Prince is travelling entirely for pleasure, although probably he has an eye to business also should anything turn up, the visit is utterly devoid of the slightest importance. It would be interesting to know whether he prefers Shanghai to Hongkong, where the press having become *blat* in the matter of royal spiffs, left him completely to his own devices. —Ed. H.K.T.]

[Reuters.]

Death of the Shah of Persia.

LONDON, 9th January.

The correspondent of the *Daily Mail* at Teheran wires that the foreign Ministers were informed last night that the Shah was dead, and that the public announcement was withheld.

Later.

The death of the Shah of Persia is confirmed.

Asiaties in California.

Governor Pardee, in his annual message to the Californian Legislature, says that President Roosevelt does not comprehend the racial differences between the Japanese, Chinese, and Caucasians, and that it is impossible for the Japanese to become good citizens. The State claims the right to conduct the schools as it chooses.

Mr. Geary has introduced a resolution into the Washington Senate recommending that negotiations be opened with Japan with a view to the modification of the treaty with the United States, and of absolutely prohibiting the entrance of Japanese coolies. Mr. Geary characterised the unrestricted immigration of Asiatics as the curse of the American labourer.

Siamese Railways.

Reuters Agency learns from official quarters that there is no cause for anxiety in Singapore respecting a German control of the railway to Bangkok through the Malay States.

Mr. Rivett Carnac, interviewed, said he was convinced that the Director-General of the Siamese railways had no desire to Germanise the line.

The Siamese Loan.

Great Britain and France will each take £1,250,000 of the new loan and Germany 750,000. The price of issue will be above 95.

Later.

Russia.

General Pavloff, the chief military public prosecutor, has been assassinated in St. Petersburg.

Chinese Loan.

A Chinese loan of £650,000 has been issued at par for the construction of a railway from Shanghai to Nanking.

POST CARD EXHIBITION.

NO REPLY FROM P. W. D.

The adjourned case in which Mr. O. F. Ribeiro, of the China Export and Import Banking Company, was summoned by the Public Works Department for causing an encroachment on Crown land, by affixing post-card show cases on the walls of No. 4, Duddell Street, was called on this forenoon, at the Police Court, before Mr. C. A. D. Melbourne. When the case was last before the Court, Mr. Otto Kong Sing, who appeared for the defence, asked for a remand in order to find out whether the premises on which the show cases were affixed belonged to a private individual, which, under the circumstances, would not be illegal. On the other hand, if the premises were the property of the Government he would write and apply for permission from the P.W.D. to allow his client to continue to exhibit the show cases.

Mr. W. T. Edwards, a building inspector, Public Works Department, appeared to prosecute.

His Worship (to defendant's solicitor)—Do you plead guilty or not guilty to the charge?

Mr. Otto Kong Sing—Not guilty.

His Worship (to Mr. Edwards)—Prove your case.

Mr. Edwards—It proves itself, your Worship. The show cases project over the footpath.

His Worship—He pleads not guilty to the charge. I must have evidence. You say it's an offence—how say it is?

Mr. Edwards—The show cases, your Worship, project into the street, which is against the law.

His Worship—Are you ready to prove the case?

Mr. Edwards—I must have an adjournment. His Worship—I thought you were going to write to the P.W.D.

Mr. Otto Kong Sing—I have written, your Worship, but I have received no reply to my letter. I understand there is some objection.

Mr. Edwards—That's a mis-statement. I did not say there was an objection. What I said was that I did not know if a licence will be issued.

Mr. Otto Kong Sing—I think I will be quite within my rights if I ask for a dismissal of the summons.

His Worship—No, I cannot do that.

The case was further adjourned until Friday next.

A QUESTION OF CUBICLES.

OWNER OR TENANT TO BLAME?

The adjourned summons in which Sanitary Inspector Coyle proceeded against three women, residing at No. 476, Queen's Road West, for maintaining eleven illegal cubicles in the building was called on before Mr. C. A. D. Melbourne at the Police Court, this afternoon.

Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the defence, and submitted, in part, that the order which was served on his clients was wrong and bad. The wording of the summons, he said, read: "Being tenants of house No. 476, Queen's Road West, ground floor, first and second floors, did maintain four illegal cubicles on the ground floor, four on the first floor and three on the second floor, in contravention of Section 153, sub-section (a) of Ordinance 1 of 1903, under Section 230 of Ordinance 1 of 1903." On reference to the Ordinance Mr. Stevenson said he could find no such sub-section in that Ordinance.

His Worship—But I have it in my book. Mr. Stevenson stated that probably his Worship had a revised copy. The sub-section under which his clients were summoned was, however, not in his copy of the Ordinance. He thought it must have been brought in subsequently and incorporated in it and called Ordinance 1 of 1903, which was wrong. The summons, he added, ought to have been taken out under Section 23. Mr. Stevenson read this section, which was to the effect that the owner of the building should be summoned if there were any nuisances to abate. He submitted that the proper person then to be summoned was the landlord—not the tenants.

His Worship—How am I to go into that now? On the 21st December your clients came up before me and pleaded guilty to the charge and an order to pull down the cubicles was issued. This is practically a re-hearing, and the time has expired to grant a re-hearing now.

Mr. Stevenson stated that he was in Court when a re-hearing could have been obtained, but his Worship remanded the case and could not hear him.

His Worship said he did not know at the time that Mr. Stevenson wanted a re-hearing. He did not say so, and the eight days granted in which to apply for a re-hearing had expired.

Mr. Stevenson observed that as the case was going to be remanded he did not make an application. Continuing, he said that the owner or builder was the proper person liable in this case.

His Worship said that the summons was not for illegal building.

Mr. Stevenson contended that a cubicle did not come under the definition of a building or works.

His Worship said that at the first hearing the defendant acknowledged that they knew they were doing wrong—they were told by the landlord, they said, not to put up any cubicles. Under the circumstances his Worship could do nothing else but uphold the decision he gave at the last hearing—that the cubicles were to be removed.

INDEPENDENT SAMPAN WOMAN.

GIVES HER DESERTS.

A somewhat unusual case came up before Lieut. C. W. Beckwith, R.M., (Marine Magistrate at the Marine Court to-day, in which the mistress of sampan No. 3,203A, and two men from H.M.S. *Kant* were concerned. The charge against the sampan mistress, Kwok Mei, preferred by John Adams, stoker, and Arthur Doury, able seaman, H.M.S. *Kant*, was that the defendant did wilfully refuse to carry passengers in her sampan, on the 7th inst., in contravention of Regulation 20 of the Merchant Shipping Ordinance of 1893. On this account they were charged with abse. ce.

John Adams said that on the morning of the 7th inst., at 6.15 o'clock, he left the Naval Canton, so as to be on board by 6.30 a.m. He saw Doury, the complainant, standing on the pier trying to get a sampan. At last they got sampan No. 3,203A, but when they went aboard of her the sampan woman refused to shove off. Witness then gave her to cents, that being the fare, and supposing that not having been paid in advance was the reason for her refusal to shove off. The defendant threw the money down, and then proceeded very slowly, thus making the complainants 25 minutes late on their shore leave. They always had trouble in getting these sampan people to take them off to their ships, unless they went in big crowds, as they would not come alongside just for two or three passengers.

Arthur Doury, the second complainant, corroborated, and said that the woman in charge of the sampan was very angry because Adams and he made her go off without waiting for some of H.M.S. *Diadem's* men, and when they paid her fare she threw it down, and demanded more, and in consequence of her action they were late in getting on board, as they over-stayed their leave.

Defendant said: I did take the two men who are here to their ship, the *Kant*. I did leave at once, and go quickly.

His Worship said in his finding: Kwok Mei I find you guilty of disobeying the lawful commands by which you hold your licence, and not coming alongside at once when you were called, and there and then taking your passengers with a reasonable speed to their destination. Instead of which you tried to extort more than your legal fare, which same is five cents each passenger, causing loss of time, trouble and annoyance to your fares. I know there is a considerable amount of this going on amongst you sampans, which same I shall do my best to stop, so I hereby fine you \$7, or, in default, one month's hard labour.

The fine was paid and the Court adjourned.

CANTON DAY BY DAY.

THE YUE-HAN RAILWAY.

[From Our Own Correspondent.]

Canton, 10th January.

With reference to the unnecessary trouble, which arose in the office of the Yue-Han Railway Company, during the examination of the accounts of that company, the following is the version of the despatch from the officials of the Government Railway Bureau to the Board of Directors of the Company:—Owing to the mismanagement of the affairs and accounts of the Railway Company, the shareholders have, for a long time past, been complaining against the board of directors, so the Viceroy gave orders to establish a Government Railway Bureau, and directed us to send some assistants to co-operate with the four shareholders elected by the public to examine and audit the accounts of the company. On the 6th instant the cash books of money on hand, and the deposit books ought to have been brought to us for examination, and the other account books and notes, etc., should have been openly and minutely checked, before the public are satisfied with the management of the Company. Mr. Lo Ting Kwong, one of the directors of the Company, was requested to take these books to our bureau to be examined there, but he refused to do so, saying that he dared not assume the great responsibility of removing them from the Company's offices, to another place. On the 7th instant the books were still not forthcoming, so we were obliged to proceed at once, in person to the Company's offices, accompanied by the four elected shareholders to examine these books. During the investigation, order and silence should have been strictly preserved; but on the other hand those present made great noise and interruptions, before much work was done, and everything was in great confusion, so we were forced to leave the office, without accomplishing our task. So far we have not the slightest idea as to who these people were gathering there at the time, and what they desired to do. We are forwarding you this despatch to request you to bring, at once, the different account books, etc., to this bureau, to have them examined and audited, and at the same time, to furnish us with a list of the names of those persons who were present at the office of the Company on the 7th and caused the trouble, so that they may be sent for and so that we may have them dealt with.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE WORLD'S EMIGRANTS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR:—The *Telegraph* of December 13 contained on page 5 the statement that it was estimated that 450,000 persons yearly emigrated from their native countries. The actual number of emigrants must be nearly three times the number you quote. There have been seventeen years in which the estimate you give has been exceeded in the emigration to the United States alone. In five of those years it ranged from 450,000 to 500,000; in four from 500,000 to 600,000; in four from 600,000 to 700,000; in one it was between 700,000 and 800,000; twice it has exceeded 800,000 and 900,000, and once it exceeded a million. The average for the last three years for which figures are available, 1903—4—5, was 898,112, or practically double the estimate you quote for the entire emigration movement of the world. I inclose my card.

Very respectfully,

ANGLO-AMERICAN.

Yokohama, Japan, 31st December, 1906.
[The following is, in its entirety, the paragraph to which our correspondent refers: "It is estimated that about 450,000 persons yearly emigrate from their native countries to others." —Ed. H.K.T.]

THE STATUS OF NEWCHANG.

JAPANESE REGULATIONS.

The *Asahi* publishes a Taireo dispatch to the effect that the new city of Newchang is to be controlled as ground attached to the property of the South Manchuria Railway Company. Regulations for the control of the city were to be passed on 29th ult. by the Governor-General of Kwantung. The substance of the regulations is given as follows:—

1.—That all schools, hospitals, public gardens, roads and other public works in the new city of Newchang shall be placed under the control of a Council of the Japanese residents, under the supervision of the Governor-General of Kwantung.

2.—The Council of the Japanese residents will be composed of ten members, nominated by the Governor-General of Kwantung from among the residents in the new city.

3.—Land and houses reserved by the Government in the city will be leased free of charge for the time being.

THE WEATHER.

The following report is from Mr. F. G. Fleg, First Assistant of the Hongkong Observatory:—On the 11th at 11.55 a.m.—The barometer has fallen slightly over N. China, and risen a little at the Philippine stations, except at Iloilo. The depression moved yesterday morning appears to be moving Westwards to the S. of Iloilo. The anti-cyclone is still central over the continent to the North of the Yangtze. Gradients continue rather steep, and hard monsoon may be expected in the Formosa Channel and the China Sea.

FORECAST.

1.—Hongkong and neighbourhood, N.E. winds, fresh; fine.
2.—Formosa Channel, N.E. winds, strong to a gale.
3.—South coast of China between Hongkong and Lamock, N.E. winds, strong.
4.—South coast of China between Hongkong and Hainan, same as No. 3.

THE KIANGSU DOCK AND ENGINEERING WORKS.

The Arsenal which on the River presents a very great difference to-day from what it did a year ago.

Before the renaissance of the Kiangsue Dock and its conversion into a Dock and Engineering Works under foreign supervision, who have brought order out of chaos and by careful administration made it a practical and paying concern. A representative of this paper (*N. C. D. News*) was courteously afforded an opportunity of inspecting the dock and workshops, of seeing the improvements that one short year's work has effected, and of having the many schemes explained which the executive have in contemplation for enlarging their sphere of action and extending their facilities. In the company of Captain Woo Yung-foo, the Director, who, it may be mentioned, was at one time flag-lieutenant to the late Admiral Ting, and Messrs. Basse and Mauchan, superintending engineers, each department was visited; and the work of each explained in detail. In the stream is to be seen a long line of steamers of the coasters variety which, with the exception of one or two past work and a "failure" or two, are all awaiting their turn for overhaul, refit, and repair. Alongside the jetties are others upon which a busy swarm of workmen is engaged and in the dock itself is the largest steamer that has so far been admitted—an oil vessel of 4,000 tons displacement.

It is true that engineering works become more alike in many respects, and thus it is unnecessary to dwell in detail upon the equipment of any one department, but the Kiangsue establishment possesses features of its own, not the least important and noteworthy being its self-contained nature. Not only are the rougher branches of shipbuilding undertaken, but vessels are equipped from stem to stern, from keel to bridge, with every necessity that twentieth century marine industry demands.

The clerical department and a drawing office occupy a position to the north of the dry dock, and one obtains here, in the brain of the Arsenal, an impression of the careful thought bestowed on every detail of the work in hand, and the power of organization requisite to cause the limbs of the whole to perform their work with the least possible amount of friction and delay.

The first consideration of the Directors was the improvement of the dock, which was lengthened by sixty and deepened by four feet, making its dimensions:—

Length on blocks 375 ft.

Width of entrance at top 70 "

bottom 60 "

Depth on sill springs 19 "

Dock bottom below sill 3 "

Two old pumping machinery, which took thirteen hours to empty the dock, has been replaced by a set of engines built to order by the Kawasaki Co. of Japan. Two twenty-inch vertical pumps and a nine-inch drain can accomplish their work in a little over two hours. No masonry has been used in the engine pit, but as security against leakage and subsidence a steel caisson has been sunk and in this the machinery is bedded. A powerful electrical generating plant in a room adjoining only awaits a final touch before completion and will supply light more than sufficient for the whole of the Works, in which system is included over twenty large arc lamps.

The works possess two patent slips for small craft, powerful shears capable of lifting sixty tons, and a fine shipbuilding berth which is iron-roofed throughout its length to enable works to proceed uninterruptedly. Everywhere was to be found intelligent supervision and a keenness to work on the part of the workmen. As we passed through the yard, on the small berths was a lighter, 110 tons in weight with a cargo capacity of 400 tons, having the finishing touches put to her toilet before launching. From the time the men commenced to loosen the wedges only ten minutes elapsed before she sped swiftly down the ways and took the water. "Not an everyday occurrence," remarked Mr. Basse; but she is only one of the many that have been turned out without a hitch.

So much work has had to be refitted that a new dock of over 500 feet has been decided on. The site has been selected and a commencement will be made almost immediately.

"This is where the money is made," tersely remarked Mr. Mauchan as we entered the fitting shop, and the Directors have good reason to be proud of this department. It is quite new, stoutly constructed and thoroughly well equipped with all the latest machines number nearly 300 and includes giant lathes of different patterns, machines for punching, boring and planing, all brand new, and working with a smoothness that attests to the precision and forethought used in their erection. Overhead a huge travelling crane waits for an opportunity to assist in what is going forward.

This foundry is equipped with three blast furnaces, two of which are in operation, and we here witness the preparation of the mould for casting an immense flywheel. The cores are all made by a staff of Cantonese Chinese in the adjoining pattern shop under foreign supervision. The puddlers, fettlers, and labourers are recruited locally. A small brass foundry and copper-smiths' shop adjoin the iron foundry.

The blacksmiths, however, have not the space allotted them that the amount of work demands, but this will be remedied at once by the construction of a shop on the adjacent ground. Two steam-hammers are kept going with ceaseless energy on the malleable metal that the furnaces supply and are emblematic of the energy prevailing everywhere.

The heavy machinery in the boiler-makers' shop, which we next visit, is just able to cope with the constant stream of work. Massive shears and punching machines, planing and riveting machines perform all the labour that the construction of a ship can demand. Machinery is capable of power being derived from two of Tingyue's steam engines, one of 110 h.p. and one of 90 h.p. in an adjacent building.

The foreign staff of fourteen members, at present occupying temporary quarters, will shortly be housed in a large building at the back, erected at a cost of £14,000, where the Chinese naval officers will also have club rooms.

With the extension of the jetties and the improvement of the water front there is no reason why the hopes of the Directors should not be fulfilled, work on a much larger scale not being undertaken, and the Dock and Engineering Works become one of the busiest on the River. Monopoles have become a thing of the past in Shanghai and the race is now to the strong and resourceful.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Bank \$83, National Bank \$40, Union Insurance \$70, Hongkong Fire \$34, China Fire \$31, Miao Steamboat \$29, Indo-China \$30, China Sugar \$23, Hongkong Dock \$14, Hongkong Land \$10, 100 shares Estate \$12, Electric \$15, Gas \$23, China Light and Power \$91, Langkats \$14.

Sellers:—Canton Insurance \$297, H.K. C. & M. Steamboat \$30, Douglas \$36, Shell Transport \$30, Kowloon Wharves \$96, Shanghai Docks \$103, West Point \$50, Hongkong Cottons \$124, China Borneo \$10, Kops \$21, Powells \$8.

Sales:—China Fire \$93, Normal—China and Manila \$25, Rauba \$0, Hongkong Wharves \$14, Hongkong Hotels \$112, Provident \$21, Cements \$22, Tramways \$115.

TO-DAY'S EXCHANGE.

Selling.
London—Bank T.T. 2/3
Do. demand 2/3 1/16
Do. 4 months' sight 2/3 7/16
France—Bank T.T. 2/3 1/16
America—Bank T.T. 2/3 1/16
Germany—Bank T.T. 2/3 1/16
India T.T. 2/3 1/16
Do. demand 2/3 1/16
Shanghai—Bank T.T. 4 1/2
Singapore T.T. 4 1/2
Japan—Bank T.T. 10 1/2
Java—Bank T.T. 13 1/2

Buying.
4 months' sight L/C 2/3 1/16
6 months' sight L/C 2/3 1/16
30 days' sight San Francisco & New York 2/3 1/16
4 months' sight do. 2/3 1/16
30 days' sight Sydney and Melbourne 2/3 1/16
4 months' sight France 2/3 1/16
6 months' sight do. 2/3 1/16
4 months' sight Germany 2/3 1/16
Bar Silver 2/3 1/16
Bank of England rate 2/3 1/16
Sovereign 2/3 1/16

Today's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, JANUARY 12th, 1907.

DINNER.

HORS D'OEUVRES.

Caviare in Eggs.

SOUP.

Asparagus.

FISH.

Fried Fillet of Fish and Butter Sauce.

ENTREES.

Mutton Cutlets and Green Peas.

Stewed Steak and Mushrooms.

Mongolian Patties.

CURRY.

Giblet.

JOINTS, &c.

Roast Sirloin of Beef and Horseradish.

Roast Pheasant and Bread Sauce.

Boiled Bacon and Spinach.

Cold Bologna Sausage and Mixed Salad.

SWEETS.

Toast Pudding.

Plum Pudding and Brandy Sauce.

Raspberry Ice Cream and Finger Cakes.

Cheese Biscuits.

DESSERT.

Coffee.

Fruit. [104]

PUBLIC AUCTION.

THE Undersigned will Let by Public Auction, ON

THURSDAY,

the 17th January, 1907, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHES AND MATSHEDS on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS:—Cash.

For Plan and Conditions of Sale, apply to—
HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 11th January, 1907. [105]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

ON

SATURDAY, the 19th January, 1907, at 11 A.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

The Revenue Schooner "PENG FEI," as she now lies at Saikok North of Shamshui, Her dimensions are:—

Length over all 78 feet.
Breadth 17 "
Depth 9 "

Built of Teak with Iron Frames by the Hongkong and Whampoa Dock Co. in 1898.

TERMS:—As usual.

For further particulars, apply to—
HUGHES & HOUGH,
Auctioneers.

Hongkong, 11th January, 1907. [106]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer "KWONG TUNG," 1,238 H.P. W. WALKER, Leaves Hongkong for Canton on each Sunday, Tuesday and Thursday, at 9 every evening.

Leaves Canton for Hongkong on each Monday, Wednesday and Friday, about 5.30 o'clock every evening.

This Fine New Steamer has unequalled Accommodation for First Class Passengers and is lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey, 5s (Servant excluded), Meals 5s each.

The Company's Wharf is situated in front of the New Western Market opposite the old Harbour Office.

YUEN ON S.S. CO., LD., No. 8, Queen's Road West, Hongkong, 7th November, 1906. [107]

Intimations.

THE

ROBINSON PIANO CO., LD.

TALKING MACHINES AND RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC.

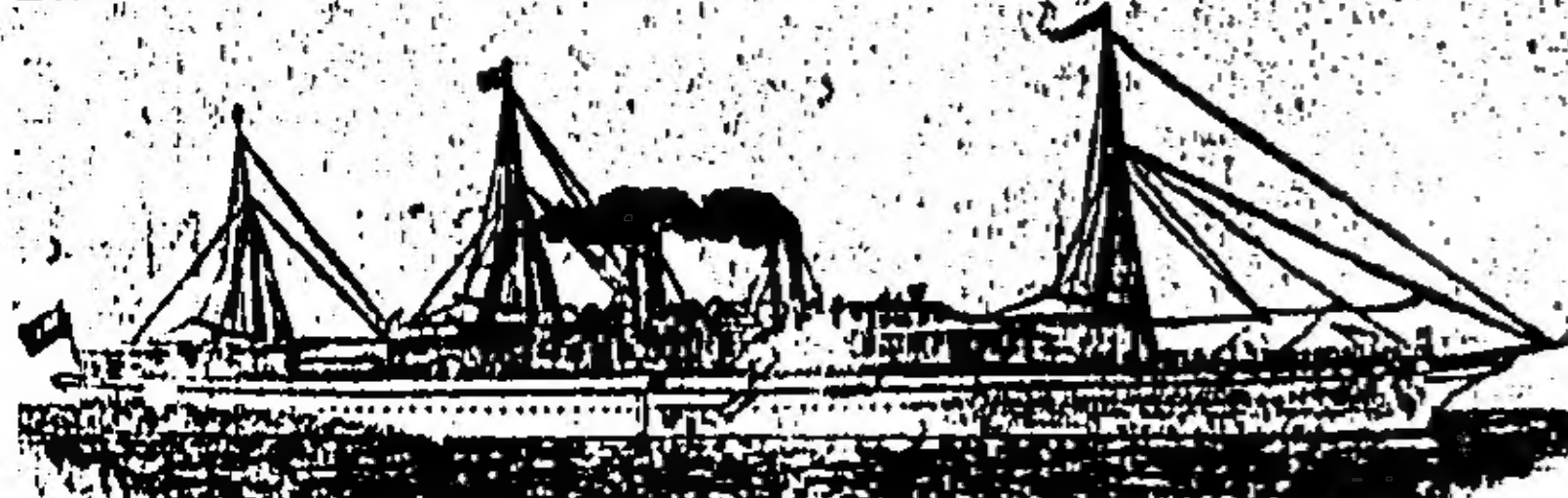
Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	(Subject to Alteration).
R.M.S. Tons LEAVE HONGKONG ARRIVE VANCOUVER	
"EMPEROR OF CHINA" 6,000 THURSDAY, January 17th February 4th	
"MONTEAGLE" 6,163 WEDNESDAY, January 23rd February 10th	
"EMPEROR OF INDIA" 6,000 THURSDAY, February 14th March 4th	
"ATHENIAN" 3,882 WEDNESDAY, February 20th March 10th	
"EMPEROR OF JAPAN" 6,000 THURSDAY, March 14th April 1st	
"TARTAR" 4,425 WEDNESDAY, March 27th April 10th	

"EMPEROR" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42. £44.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

W. CRADDOCK General Traffic Agent for China.

Cornwall Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA	"KITSANG"	SATURDAY, 12th Jan., 3 P.M.
KOBE and MOI	"HINSANG"	SUNDAY, 13th Jan., Daylight.
SHANGHAI	"HANGSANG"	TUESDAY, 15th Jan., Daylight.
MANILA	"YUENSANG"	FRIDAY, 18th Jan., 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chiofo, Tientsin, (via Ching Wan Tao) and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 11th January, 1907.

CHINA NAVIGATION CO., LIMITED.

STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"KIUKIANG" 12th January, Noon.
AMOY, CEBU and ILOILO	"SUNGKIANG" 12th " "
WEL-HAI-WEI and CHEFOO	"NINGPO" 14th " 4 P.M.
MANILA	"TAMING" 15th " "
SWATOW, AMOY, NINGPO & SHANGHAI	"WUHU" 16th " "
SHANGHAI	"SHAOHSING" 17th " "
YOKOHAMA and KOBE	"TAIYUAN" 19th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOR-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"OHINGTU" 21st " "
SHANGHAI	"YOOHOW" 22nd " "

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† The Attention of Passengers is directed to the superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duty qualified Surgeon is carried.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 11th January, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 12th Jan., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 19th Jan., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 5th January, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship About

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 11th November, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "RHEINHAU" and "HOLMSTADT". These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity; fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms are divided into ordinary staterooms on shore, the berths standing like beds at either side of the cabin. As a novelty, a number of cabins are provided for single passengers. These steamers call at NAPLES and PLYMOUTH. In addition to the above steamers, the "SILASIA" and "SCANDIA" carry first class passengers. Return Tickets issued at reduced Rates, through bills of lading issued to NEW YORK via NAPLES, SOUTHAMPTON and HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward.

FOR SHANGHAI, KOBE AND YOKOHAMA.

SCANDIA 1st February

HAUSBURG 3rd March

RHENANIA 1st April

Hongkong, 11th January, 1907.

Homeward.

FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

AMBRIA 15th January

SPZIA 27th January

SILESIA 8th February

SAMBIA 10th February

SAKONIA 22nd February

SCANDIA 22nd March

FOR NEW YORK.

NUBIA 22nd January.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA.

VIA

MOI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
Lyra	4,417	H.C. Armstrong	12th Jan.
Shawmut	9,606	E. V. Roberts	5th Feb.
Tremont	9,606	T. W. Garlick	26th Feb.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th January, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SATSUMA" 19th January, 1907.

S.S. "SIKH" 9th February.

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th December, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 26th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th January, 1907.

TOKYO-KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between

HONGKONG, CALLAO and IQUIQUE, VIA JAPAN PORTS.

(KARATSU, KOBE and YOKOHAMA)

THE Steamship

"KASATO-MARU," 6,000 tons,

Captain W. C. T. S. Filmer, will be despatched as above, in April, 1907.

Taking Freight and Passengers to "Child Western Coast Ports of South America."

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

KIMMATSU, Manager.

1st Floor, Yokohama Building, Hongkong, 27th December, 1906.

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Kubatino United Companies).

STEAM FOR

HOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCE-LONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA"

Captain Doderio, will be despatched as above, on TUESDAY, the 15th instant, at Noon, instead of as previously advertised.

A. BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLWITZ & Co., Agents.

Hongkong, 11th January, 1907.

Consignees.

BOSTON TOW-BOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOI, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 10th January, 1907.

THE H. A. L. Steamship

"SILESIA"

Captain Bahl, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th instant, at 3 P.M., instead of 13th instant.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th January, 1907.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th instant, at 3.30 A.M.

All Claims must reach us before the 15th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 2nd January, 1907.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ARCADIA"

FROM HOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., s.s. S.S. Mongolia and Persia.

From Calcutta, s.s. S.S. Sunda.

From Persian Gulf, s.s. B.I.S.N. and B. & R. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 16th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 10th January, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAVA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 13th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 7th January, 1907.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"JAPAN"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 11th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 9th January, 1907.

S.S. "OCEANIAN"

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, &c., s.s. Matapan and Dardanelles, from Havre s.s. Dardanelles, and from Bordeaux s.s. President Leroy Laffitte, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be counter-signed by the Undersigned. Goods remaining undelivered after MONDAY, the 14th January, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th January, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 14th January, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th January, 1907.

NOT RESPONSIBLE FOR DEETS.

NEITHER the

Announcements.

SWEETS, FONDANTS, MARRONS GLACES.
FRENCH, ENGLISH AND SWISS
CHOCOLATES AND BON-BONS.

Liqueurs of the most renowned French Brands.

CHAMPAGNES, BURGUNDIES AND
CLARETS
OF THE CHOICEST VINTAGES.

Before making your purchases you should inspect
our stock.

A. CHAZALON & CO.,

69, QUEEN'S ROAD CENTRAL.

Hongkong, 11th January, 1907.

NOTE, WRITING AND BOOK
PAPERS,
BY THE QUIRE OR REAM.

The Celebrated Wiggins Teape & Co.'s "3009"
Bank Wove (Blue and Cream).

T. H. Saunders's Handmade Papers.

Note and Letter Papers, with Envelopes to
match, in boxes.

For samples and prices,

Apply at—

THE "HONGKONG TELEGRAPH" OFFICE,
1, Ice House Road.

Hongkong, 7th December, 1906.

CUTLER, PALMER & CO.
WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	One Case. Qts.	One Case. Pts.
COGNAC	\$21.50	—
"	19.00	—
"	16.00	—
WHISKY, PALL MALL	19.00	—
" JOHN WALKER	12.00	—
" C. P. & CO.'S SPECIAL BLEND	10.00	—
PORT WINE, INVALIDS	19.00	—
" DOURO	13.00	—
SHERRY, AMOROSO	19.00	—
" LA TORRE	15.25	—
BENEDICTINE, D.O.M.	38.50	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE.

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

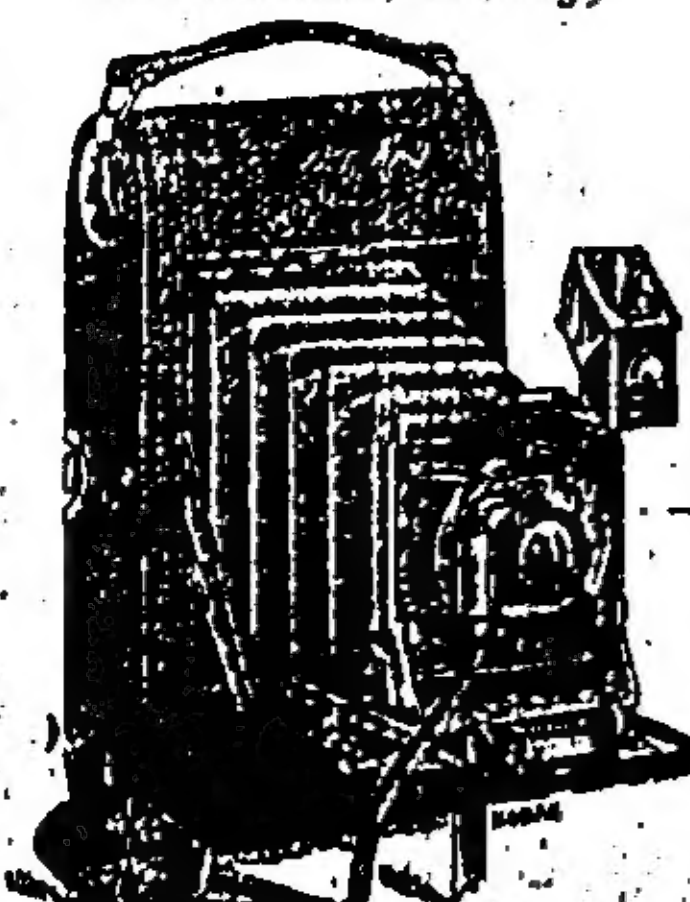
EASTMAN'S

&c. &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVED PROMPT AND CAREFUL ATTENTION.
Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	100,000	1125	1125	£1,000,000 \$10,350,000	11,712,472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	5 1/2 %	{ \$835 London 497
National Bank of China, Limited	90,925	27	26	£12,735 \$150,000	74,099	\$2 (London 3/6) for 1903	—	149
MARINE INSURANCE.								
Anton Insurance Office, Limited	10,000	1250	1250	£1,750,000 \$21,000,000	2233,638	\$20 for 1905	6 1/2 %	1297
North China Insurance Company, Limited	10,000	215	25	£110,000 Tls. 50,000	Tls. 185,529	{ Final of 7/6 making 15% for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	1250	1100	£1,000,000 \$11,131 \$115,844 \$169,479 \$800,000 \$61,778 \$15,527	30,792,271	Interim div. of 30 for 1905	5 1/2 %	1750 buyers
Yangtze Insurance Association, Limited	10,000	1100	1100	£1,000,000 \$1,000,000	508,334	\$12 and \$3 special dividend for 1904	9 1/2 %	1165
FIRE INSURANCE.								
China Fire Insurance Company, Limited	10,000	1100	1100	£1,000,000 \$229,488 \$2,018	534,058	\$6 for 1904	6 1/2 %	193 buyers
Hongkong Fire Insurance Company, Limited	10,000	1250	1250	£1,250,000 \$1,250,000	122,618	\$25 for 1904	7 1/2 %	1340
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	225	225	£6,000 \$64,638	36,563	\$1 1/2 for 1905	7 %	1213 sales
Douglas Steamship Company, Limited	20,000	150	150	£193,562 \$250,000	Nil.	\$2 1/2 for year ended 30.6.1906	7 %	136
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	115	115	£100,000 \$144,386 \$120,000	15,464	\$1 for 1st half-year 1906	6 1/2 %	130
Indo-China Steam Navigation Company, Limited	60,000	110	110	£289,958 \$3,999	2,412	10/- @ ex. 2/11 = \$4.69	5 1/2 %	181 buyers
Shanghai Tug and Lighter Company, Limited	100,000	150	150	Tls. 40,000 100,000	Tls. 23,156	{ Interim div. of Tls. 2 1/2 for 1906 Interim div. of Tls. 1 1/2	9 1/2 % 6 1/2 %	Tls. 544 sellers Tls. 50 buyers
Shell Transport and Trading Company, Limited	100,000	11	11	£4,000 Tls. 14,141	107,815	1/- (Coupon No. 6) for 1905	4 %	30/-
Star Ferry Company, Limited	10,000	110	110	£10,000 \$12,927	1218	{ \$1.50 for year ending 31.12.1906. \$0.75	6 1/2 % 3 1/2 %	130 20
Swire P&O Navigation Co., Limited	10,000	110	110	Tls. 30,479 Tls. 48,000 Tls. 81,200	13,413	Interim div. of Tls. 2 account 1906	8 1/2 %	Tls. 50
INDUSTRIES.								
Indo-Sugar Refining Company, Limited	10,000	1100	1100	£850,000 \$8,500,000	40,914	Final of \$15 making \$25 for 1905	20 1/2 %	1103
Perak Sugar Refining Company, Limited	10,000	1100	1100	£850,000 \$8,500,000	132,588	\$1 for 1905	—	521
Perak Sugar Cultivation Company, Limited	10,000	1100	1100	£850,000 \$8,500,000	132,588	Tls. 4 (8%) for year ending 31.8.1906	5 %	Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	11	11	£110,000 \$2,601	12,546	{ Final of 1/- (No. 2) making 2 1/2 for year ended 30.6.1906	7 %	Tls. 1070 buyers
Gold Coast Mining Company, Limited	100,000	11	11	£110,000 \$2,601	12,546	Interim of 50 cents for account 1906	10 %	G. 310 sellers
Sub Australian Gold Mining Company, Limited	100,000	11	11	£110,000 \$2,601	12,546	No. 12 of 1/- = 48 cents	—	102 sellers
DOCKS, WHARVES & GODOWNS.								
Penwick (Gen.) & Co., Limited	18,000	125	125	£70,000	58,915	\$2 for 1905	1 1/2 %	121
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	150	150	£150,000 \$150,000	120,040	\$2 1/2 for a/c 1906	6 1/2 %	1068 & buyers
Whampoa Dock Company, Ltd.	10,000	110	110	£110,000 \$110,000	392,087	\$6 for first half-year ending 30.6.1906	8 1/2 %	\$147 buyers
New Amoy Dock Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$1 for 1905	6 1/2 %	\$151
Shanghai Dock and Engineering Co., Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 123 buyers
Shanghai and Hongkew Wharf Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 245 sales
Yangtze Wharf and Godown Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Tls. 18 for 1905	7 1/2 %	Tls. 230 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	10,000	110	110	£110,000 \$110,000	32,221	First year	—	Tls. 102
Star House Hotel Company, Limited (Shanghai)	10,000	110	110	£110,000 \$110,000	32,221	\$3 for year ended 30.6.1906	10 %	\$30 sellers
Central Stores, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$2.40 on \$12 for 1905	13 1/2 %	\$18 buyers
Do. (new issue)	10,000	110	110	£110,000 \$110,000	32,221	7% on \$7 1/2 for 1905	—	\$161 buyers
Do. (Founders)	10,000	110	110	£110,000 \$110,000	32,221	None	—	\$300 buyers
Hongkong Hotel Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$5 for first half-year for 1906	9 %	1111 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of \$3 1/2 account 1906	6 1/2 %	1100 buyers
Hotel des Colonies Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Final of 6% = 10% for 1905	10 1/2 %	Tls. 15 sales
Hotel Metropole Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Final of \$5 making \$10	12 1/2 %	180 buyers
Compreys Estate & Finance Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	80 cents for 1905	6 1/2 %	1111 buyers
Kowloon Land and Building Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$2 1/2 for 1905	6 1/2 %	117
Shanghai Land Investment Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Tls. 3 for half-year 1906	5 1/2 %	Tls. 100 buyers
Do. (new issue)	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of \$2 account 1906	8 %	Tls. 57 buyers
West Point Building Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of \$2 account 1906	8 %	110
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Tls. 10 for year ended 30.6.1906	14 1/2 %	Tls. 69 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	1 1/2 for the year ending 30.6.1906	10 %	112
International Cotton Manufacturing Company, Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Tls. 6 for year ended 30.6.1906 (8%)	9 1/2 %	Tls. 64
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Tls. 8 for 1905	7 1/2 %	Tls. 103
Soy Chee Cotton Spinning Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Tls. 25 for 1905	7 1/2 %	Tls. 340 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$7 for 1905	7 %	1100 sellers
Hell's Asbestos Eastern Agency, Limited	10,000	110	110	£110,000 \$110,000	32,221	1 1/2 per share for 1905	8 1/2 %	\$7 sellers
Campbell, Moore & Co., Limited	10,000	110	110	£110,000 \$110,000	32,221	\$3 for 1905	9 1/2 %	\$10
China-Borneo Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$1 for 1905	15 1/2 %	Tls. 60 sellers
China Flour Mill Co., Limited	10,000	110	110	£110,000 \$110,000	32,221	Final of Tls. 5 making Tls. 10 for 1905	6 %	110
China Light and Power Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	60 cents for year ending 30.6.1906	8 1/2 %	110
China Provident Loan & Mortgage Company, Ltd.	10,000	110	110	£110,000 \$110,000	32,221	80 cents for 1905	8 1/2 %	110
Dairy Farm Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$1.30 for year ending 31.12.1906	8 %	110
Green Island Cement Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Int. div. of 75 cents for 1-year ended 30.6.1906	9 1/2 %	110
Hall & Holtz, Limited	10,000	110	110	£110,000 \$110,000	32,221	\$2 1/2 for year ending 30.6.1906	10 1/2 %	\$23 1/2 sellers
Hongkong Electric Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	{ \$8.00 for 10 months ending 28.2.1906 \$6.00	8 %	\$151
Hongkong High-Level Tramways Company, Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Int. div. of \$2 for 10 months ending 18.10.1905	10 1/2 %	\$215
Hongkong Ice Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Int. div. of \$4 for 1-year ended 30.6.1906	8 1/2 %	\$230 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	110	110	£110,000 \$110,000	32,221	\$9 for 1905 on 5 shares	8 1/2 %	\$21
Hongkong Steam Waterboat Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Final of 5 cents making \$1 for the year	14 1/2 %	\$7
Maatschappij tot Exploitatie van Landbouwen- plaat in Langkat, Limited	10,000	110	110	£110,000 \$110,000	32,221	4th interim div. of Tls. 7 1/2 making Tls. 30	9 1/2 %	Tls. 244 buyers
Philippine Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	None	—	55 buyers
Shanghai Gas Company, Limited (old)	10,000	110	110	£110,000 \$110,000	32,221	Interim dividend of Tls. 3 1/2 account 1906	6 1/2 %	Tls. 140 sellers
Do. (new)	10,000	110	110	£110,000 \$110,000	32,221	1906	6 1/2 %	Tls. 105 sellers
Shanghai Horse Bazaar Co., Ltd.	10,000	110	110	£110,000 \$110,000	32,221	Tls. 6 for 1904	13 %	Tls. 45 sellers
Shanghai Pulp and Paper Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 100 sales
Shanghai-Sumatra Tobacco Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of Tls. 4 on account 1906	5 1/2 %	Tls. 911 buyers
Shanghai Waterworks Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of 15/- for 1-year 1906	—	Tls. 315 sales
South China Morning Post, Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim div. of 5/- for 1-year 1906	—	Tls. 245 sales
Steam Laundry Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	None	10 %	\$54
Tientsin Waterworks Company, Limited	10,000	110	110	£110,000 \$110,000	32,221	3 cts. (old) & 15 cts. (new) for year ended 31.5.1906	7 1/2 %	Tls. 100 buyers
United Asbestos Oriental Agency, Limited	10,000	110	110	£110,000 \$110,000	32,221	170 cents for year ended 31.12.1906	8 1/2 %	\$10
Do. (Founders)	10,000	110	110	£110,000 \$110,000	32,221	\$6.92	6 1/2 %	\$150
Vatson, (A. S.) & Co., Limited	10,000	110	110	£110,000 \$110,000	32,221	Interim of 40 cents for account 1906	8 1/2 %	\$12
William Powell, Limited	10,000	110	110	£110,000 \$110,000	32,221	{ Final of 3 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
DIVIDENDS PAYABLE:—								
China Provident Loan & M. Co.							80 cts.	Sat. Jan. 27th